

three remaining issues remained to be negotiated with PCWA<sup>1</sup>. One of those issues was whether the contemplated Auburn diversion would be linked to the closure of the diversion tunnel and the restoration of the river and public access to the project area. If the preferred alternative is adopted, this issue will largely be resolved.

The Water Forum Agreement did not include any provisions related to the delivery of PCWA supplies or USBR "exchange" supplies to the Georgetown Divide Public Utilities District. The American River Pump Station preferred alternative provides for an underchannel crossing and the physical space for a pump in the Pump Station that might some day supply water to the District.

Friends of the River has no current position on this now-hypothetical project, but has expressed concerns before about both the desirability and feasibility of developing this diversion facility to support further urbanization of this area. However, we recognize that the preferred alternative provides no more than a minor fraction of the facilities and financial resources that would be necessary ultimately to deliver water to the District, and that PCWA and USBR engineers would prefer to avoid the prospect of building (with its associated environmental impacts) a second river pump station or a channel crossing across a live stream channel. Therefore, we do not intend to raise any vigorous objection to this limited project feature.<sup>2</sup>

#### **Recreation Improvements**

We believe that the preferred alternative interim access program for river navigation use and other incidental public use is generally consistent with the Memorandum of Agreement between the United States and the State of California. We also believe that modifications and refinements to the Project interim access program will emerge and prove popular as the California Department of Parks and Recreation undertakes its update to the Auburn State Recreation Area General Plan – or during the development of a separate Confluence Parkway component amendment to the General Plan. We understand that at least one of these planning efforts are scheduled to begin in 2003. The final Project document should include a

<sup>1</sup> Water Forum Agreement, pp. 262 to 272. The remaining issues were: 1) the question of whether river restoration would be included in the design of the proposed Auburn diversion pump facilities, 2) the nature and effectiveness of the implementation of Water Conservation Best Management Practice #5 (particularly in reference to "ditch water" deliveries, 3) the effectiveness of dry year actions that PCWA expects to undertake (although many of these actions were negotiated in other parts of the agreement) given the uncertainties of PCWA diversions, points of diversions, and releases from storage that could not be fully anticipated or negotiated in the Agreement at that time.

<sup>2</sup> The Georgetown Divide Public Utility District has a Water Forum Procedural Agreement meant to memorialize the interest by the District and the Water Forum Signatories to work to resolve remaining issues when further discussions offer promise. (Water Forum Agreement, p. 335)

A commitment by the project partners, the California Department of Parks and Recreation, and regional governments and special districts to ensure that this effort is undertaken in a successful and timely way.

B A major focus of initial public reaction to the preferred alternative is that a successful effort be undertaken to identify and implement a program to mitigate for the project associated reduced utility of the existing river crossing element of the Auburn to Cool Trail. We understand that some creative and reasonably feasible approaches are likely to emerge during this public comment phase of the project. We hope that the Project partners will work with interested members of the trail community, the State Department of Parks and Recreation, and interested local governments and special districts in fashioning an approach to resolving these concerns — and at the same time forge working relationships that also will be necessary to create a successful Confluence Parkway.

#### Clarification of Design Philosophy

In Chapter 2, p.2-17 of the EIS/EIR, the Pump Station is to be placed above the 100 year flood level. The adoption of this design criteria is puzzling, for we suspect that PCWA views this element of the project to be “critical infrastructure.”

C The Interagency Floodplain Management Review Committee recommends that the nation should: “Reduce the vulnerability of critical infrastructure to damage from the standard project flood.”<sup>3</sup> The purpose of that recommendation was to ensure that critical infrastructure be designed (to the extent possible) to avoid damage to reasonably foreseeable extreme flood events. The Committee also noted that:

Floodplain Management Guidelines for implementing Executive Order (EO) 11988, issued by the Water Resources Council in February 1978, require that critical high-risk activities be protected at a minimum against the 0.2 percent annual chance (500-year) flood. (p. 71)

While a rich set of literature exists over disputes over modeling the frequency of hypothetical flood events (and the related annual flood risk assessments) in the American River Basin<sup>4</sup>, the

<sup>3</sup> Page 71. The Committee defined Standard Project Flood as: “[A] very large (low frequency) design flood standard applied to the design of major flood control structures and representing the most severe recombination of meteorological and hydrological conditions considered reasonably characteristic of a particular region.” *Sharing the Challenge: Floodplain Management Into the 21<sup>st</sup> Century, Report of the Interagency Floodplain Management Review Committee to the Administration Floodplain Management Task Force*. US Government Printing Office, June 1994.

<sup>4</sup> For a limited discussion (almost no discussion on standard project flood analysis and the use of paleoflood analysis to establish foreseeable flood event boundaries), see *Improving American River*

A. These items will be considered in the update to the Auburn SRA Resources Management Plan, which is a separate project and will require additional environmental review.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

C. Please refer to Response L-110.I.

American River Pump Station Report provides no information why this design standard was chosen, and no information on the discharges and stages associated with modeled 1%, 0.2%, or the standard project flood. It would be appropriate to remedy this deficiency.

Sincerely yours,



Ronald M. Stork  
Friends of the River Conservation Staff  
915 20<sup>th</sup> Street  
Sacramento, CA 95814  
916 442-3155

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*Flood Frequency Analyses*, Committee on American River Flood Frequencies, Water Science and Technology Board, Commission on Geosciences, Environment and Resources, National Research Council, National Academy Press, 1999.

L-128

CITY OF AUBURN



1225 Lincoln Way • Auburn, CA 95603 • (530)823-4211 • Fax(530)885-5508

November 13, 2001

American River Pump Station Project  
Draft EIS/EIR Comments  
Surface Water Resources, Inc.  
2031 Howe Avenue, Suite 110  
Sacramento, CA 95825  
Fax: (916) 286-0957

Subject: PCWA American River Pump Station Project  
Draft Environmental Impact Statement/Environmental Impact Report  
SCH # 1999062089

Due to the increase recreation use and traffic created by the project we would recommend the following mitigation measures:

- A** | 1. Parking lots and roads for these parking lots should be paved. This would lessen the amount of dust created by vehicle traffic and dirt/mud on City streets.
- B** | 2. Single-family dwellings are located at the edge of the canyon. Since noise easily carries uphill, access roads should be gated and appropriate hours of operation should be established to minimize any negative impacts upon the surrounding neighborhoods.
- C** | 3. Due to the additional trips generated by the project, mitigation fees should be paid for the traffic signals located at Indian Hill Road/Auburn Folsom Road and Herdal Drive/Auburn Folsom Road.

If you have any questions please call any one of us at (530) 823-4211, extension 142 (Tom Fossum) or extension 133 (Wilfred Wong).

Sincerely,

Wilfred Wong  
Community Development Director

Thomas A. Fossum  
Public Works Director/City Engineer

cc: City Council  
City Manager

PCWA Pump Station 11-13-01

- A. Please refer to Master Response 3.1.6, Public River Access Features.
- B. Please refer to Master Response 3.1.6, Public River Access Features. The hours of operation would be limited and the gates at the entrance road would be locked at night and off-hours.
- C. The Proposed Project Mitigation Plan includes payment of traffic mitigation fees to the City of Auburn.

L-129

11-13-2001 03:38 pm From:KINKOS AUBURN

T-634 P.001/001 F-454

ROBERT L. PROCISSI  
1584 Lincoln Way  
Auburn, Ca 95603  
530 885-9101

November 14, 2001

American River Pump Station Project  
DRAFT. EIR ES COMM  
2031 Howe Ave. suite 110  
Sacramento, CA.95625

RE: Parking lot / Rafting location

To whom it may concern,

A

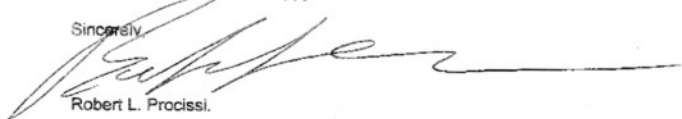
I am not in favor of this project at its proposed site. I am a property owner in the Montecarlo housing development. I feel this proposed project is not in keeping with the development that has already occurred in the area. This is a quite residential neighborhood and would like to see it stay that way. Added traffic and noise would only destroy the neighborhood and surrounding neighborhoods.

B

This project should be moved to the Auburn Dam overlook site. The city of Auburn has already spent thousands of dollars on the skateboard site facility. I believe that the skateboard parking lot near Old Town Auburn and Downtown Auburn with the help of the City of Auburn and the Chamber of Commerce could and would promote tourism dollars for the city of Auburn and its merchants. I also feel that the infrastructure on Auburn-Folsom road and Pacific street has the proper and adequate design to move traffic in a safe and timely manner.

This letter has been written in a few minutes I did not have very much time to get the letter out. My intentions were to get something on paper. If anyone would care to contact me in the future so I can express my feelings in a clear and in depth manner I would be happy to

Sincerely,



Robert L. Proccisi.

NOV-13-01 TUE 2:38 PM

5308878881

P. 1

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

L-130

William J. Taylor  
406 Riverview Drive  
Auburn, CA. 95603-5734  
Phone: 530/885-7108

11 November 2001

To: American River Pump Station Project  
Draft EIR/EIS Comments  
Surface Water Resources, Inc.  
2031 Howe Ave., Suite 110  
Sacramento, CA. 95825

This project as proposed is a blatant attempt by special interest groups to subvert the legitimate EIR/EIS process by misrepresentation of the issue of the pump station.

That this pump station unfortunately may be required to mitigate the water shortages in the Western County area caused by developments already built and pending is a given. However, this attempt to end run the EIR system to provide public access and parking for a small elitist group of river enthusiasts at the expense of and contrary to the desires of area property owners and taxpayers is a new low.

The entire plan as proposed is so flawed as to be ridiculous were it not for the extreme negative impact it threatens to bring to the residents of this area. Some major concerns are:

- A • The Fire threat will increase many fold if public access of this area is allowed. This is historical fact. There is no Fire plan in place or proposed that has addressed this issue. Where are the fire mitigation and cost reimbursement plans for the Auburn Fire Department, The California Department of Forestry and Fire Protection, or Newcastle Fire Protection District to offset the additional costs of Suppression, Fire Prevention, Medical Aid, and Rescue Services that will be needed to serve the area? Why is this not addressed in the EIS/EIR?
- B • Why is the existing access utilizing Pacific Street not being considered for the Pump Station? The roads are in place and the majority are already paved and improved to standards far more than adequate for any Pump Station. Why would any other route even be considered and why was this fact not addressed in the EIS/EIR?
- C • What mitigation factors are being proposed to offset the additional costs of Law Enforcement and Police Protection in this area that will be incurred by the Auburn Police Department, The Placer County Sheriff's Department, and The California Highway Patrol should public access be allowed? Why was not this issue also addressed by the EIS/EIR?
- D • Riverview Drive has become a de facto connector artery for Madiu Drive since the construction of the Skyridge Elementary School facility. This

- A. Please refer to Master Response 3.1.9, Fire Management.
- B. Please refer to Master Response 3.1.10, Project Access. Several houses located along Pacific Avenue face the street, are not separated by fencing, and have direct driveway access to the road.
- C. Please refer to Master Response 3.1.6, Public River Access Features. Local law enforcement agencies have indicated ability to continue provision of law enforcement services in the project area; increased river access would not be anticipated to create an undue burden upon these agencies.
- D. Please refer to Master Response 3.1.6, Public River Access Features.

increased traffic through this prime residential area caused by people seeking short cut access to the School has resulted in a major adverse impact for the residents. This existing problem has not been addressed to date. This area is already severely impacted without the additional commercial and recreational traffic that this project will generate. Why has there been no EIS/EIR plan to mitigate this problem?

William J. Taylor

Carol A. Taylor

L-131

Karen & Richard Goodrich  
515 Riverview Drive  
Auburn, Ca. 95603  
September 11, 2001

To Whom It May Concern,

I am writing in regards to the American River Public Access Project in Auburn via Maidu Drive. I am a resident of this area and vehemently oppose this access route that you have chosen. I do not wish to have increased traffic in my neighborhood, which will ultimately...

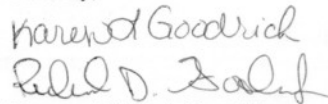
- 1). Increase vehicle activity to a residential and elementary school area.
- 2). Increase noise pollution.
- 3). Increase roadside trash and
- 4). Decrease the pleasure of a nice quiet neighborhood that was designed to be just this.

Auburn already possesses another alternative route to this very same proposed river access area. Pacific Ave, which also comes off one of Auburn's main road, namely Auburn Folsom Road, is a much better choice with regards to Public access. Namely...

- 1). There are less residential homes that are affected by the increased traffic.
- 2). There are no public schools on this route and thus children's safety will not be compromised by the increased in automobile traffic.

3). **Most Importantly** though is to note that Pacific Ave already has 2 public parks that already draw community activity along with the nearby Fairgrounds, a Dam Overlook area, a Horse trailer parking trail head staging area and a large recreation park near the junction of the Auburn Folsom and Pacific Ave area. A Signal light at this junction is already in place to help regulate the traffic, thereby reducing this cost to your project. Not only this but routing traffic to this area will help our two new parks get the additional public attention that they deserve. Lets keep the public where the public access has already been developed and keep residential areas for families and neighborhoods.

Sincerely,



Karen and Richard Goodrich

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.



L-132



**COMMENT CARD**  
**PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION**

**PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT**  
**DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT**

NAME:	LYLA W. IVES
ADDRESS:	1690 VISTA DEL MONTE
CITY/STATE/ZIP:	AUBURN, CA. 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-888-9291
ORGANIZATION (IF APPLICABLE):	
<b>COMMENTS:</b>	
<p>I can understand the need for the River Pump station but I can-not agree that also loads of money will have to be spent creating an additional recreation area plus the maintenance costs. What the state of California will receive in park fees will not in 50 years pay the cost of this proposed project. The taxpayers are the ones who will be out again in providing the money for this. Don't we already have enough of these "Lame Duck" stupid ideas?</p> <p>In addition, this project will have an immediate impact on traffic congestion on Maiden Blvd. as well as create danger to the children going to and from the Skyridge School just off Maiden Pacific Ave. even by the dam overlook would most certainly be a better location without impacting the neighborhood.</p> <p>I hereby reject this project and hope our state can find a better way (beneficial) to spend the taxpayers' money.</p>	

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:  
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825  
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.  
☐ Please check here if you would like to be on the project mailing list.

A

A. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

B

B. Please refer to Master Response 3.1.6, Public River Access Features.